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476CLASSIFICATION ~~SECRET/CONTROL/US OFFICIALS ONLY~~COUNTRY Germany (Soviet Zone)

REPORT NO. [REDACTED]

TOPIC Oranienburg Airfield

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RETURN TO CIA

EVALUATION see below 25X1APLACE OBTAINED Germany [REDACTED]

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DATE OF CONTENT [REDACTED]

DATE OBTAINED [REDACTED] DATE PREPARED 13 February 1951

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. Between 4 and 11 January 1951, no flights were made at the Oranienburg (N 53/Z 67) airfield. The field was packed with snow. The snow was not removed but melted, first on the landing field and a few days later on the runways.
2. On 9 January, 16 jet aircraft with swept wings were parked on the landing field. (1) Four planes which were painted silver-grey were used as alert planes. Other aircraft parked on the field were covered with tarpaulins. Truck E 5-33-10 moved toward the field. (2)
3. Individual local flights were made with jet aircraft on 11 January. (3) Before the planes took off from the field, their turbines were test-run for approximately 30 minutes.
4. On 13 January, 10 jet fighters with swept wings were parked in front of the hangar of the airfield. Four planes of the same type, without camouflage covers, were parked on the northwestern edge of the field. (1) There was no flying between 11 a.m. and 4 p.m. when the visibility was approximately 2 km and the cloud base high. A radio installation consisting of a mast approximately 10 meters high and a wooden cabin was northwest of the field. (4)
5. Two firing or aiming ranges were in the southern section of the field. A guard detail of 6 to 8 air force men were quartered in a wooden hut on the southeastern corner of the field. The watchtower near the hangar was occupied.
6. A total of approximately 300 air force soldiers were quartered in four houses of the Weisse Stadt off limits area, between Rebelstrasse and Ernst Thaelmannstrasse. Passenger car B 7-85-xx was parked in front of one of the buildings. The other buildings of the Weisse Stadt area were occupied by an artillery unit.
7. On 20 January, five jet fighters painted grey-green were parked north of the hangar and two silvery jet aircraft were parked west of the hangar. There was no flying in the afternoon although the weather was favorable.

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8. A freight train of approximately 15 boxcars, 45 flatcars, and two locomotives was seen on the spur track. The boxcars, equipped with small iron stoves, were occupied by soldiers wearing blue epaulets. Two carts each were loaded on two flatcars and some equipment and machines were loaded on other cars. Most of the flatcars were empty. Sentries wearing red-bordered, black epaulets patrolled the train until it left about 4 p.m. The soldiers in the boxcars seemed to be leaving permanently since they waved farewell to their comrades who stayed behind. (5)
9. The radio installation with four masts, west of the row of searchlights and south of the road to Leegebrück (N 53/Z 67), was not moved. The radio truck, east of the row of searchlights and north of the edge of the landing field, was removed. The row of lights previously seen leading from the northern end of the runway to the single mast at the railroad line was removed. (5) The wooden hut at the radio installation was no longer there and the radio truck was standing alone. A rubber-covered cable connected the radio truck with the radio installation.
10. Trucks B 7-81-xx, B 7-85-36, and B 7-81-46, ambulances E 5-31-52 and / 3-04-01, and tan truck / 3-04-34 were seen on the road from Oranienburg to the field. Air force trucks B 7-85-38 and B 7-85-47 were seen in Oranienburg. (6)
11. Soviet soldiers wearing blue service color were seen in the barracks north-east of the field. More than 100 trucks were in the parking lot next to the barracks.

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Comments.

- (1) The number of Mig-15s parked on the landing field is approximately the same as was observed in December 1950. [REDACTED] 25X1A
There are no indications that the occupation has changed. One fighter regiment is still believed to be stationed in Oranienburg. Another source confirmed that there was no flying at the field by the regiment. The weather was unfavorable from 4 to 11 January.
- (2) The motor vehicle number belongs to a unit of the ground attack division stationed in Doeberitz-Schoenwalde. It is believed that ground attack units have been, or are to be, transferred to Oranienburg.
- (3) This indicates that the air unit was apparently still stationed in Oranienburg on 20 January 1951, whereas the ground personnel with their equipment were apparently transferred.
- (4) The presence of the radio installation was previously reported by other sources. [REDACTED] The installation is probably a landing beacon.
- (5) The shipment was previously reported by the same source. The train probably left for Neuruppin. The removal of the lights along the flying lane is considered as further indication that the fighter regiment is being transferred.
- (6) Except for ambulance E 5-31-52, which belongs to the bomber regiment in Strausberg, all motor vehicle numbers are assigned to ground units of the fighter regiment stationed in Oranienburg.

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